

Major Streetscapes

Change of Zone #04066
Miscellaneous #04015



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History

- 2001 - Entryway Corridors proposal placed on pending by Planning Commission due, to opposition of owners along I-80 to extensive new design standards for interstates.
- 2002 - Public Way Corridors proposal placed on pending by Planning Commission, due to opposition to wider (120'-130') rights of way for arterials in new development areas.
- 2002 - Comprehensive Plan adopted, including the wider right of way requirements.
- 2004 - Planning Director withdrew the two proposals on pending and department reworked elements from those proposals.

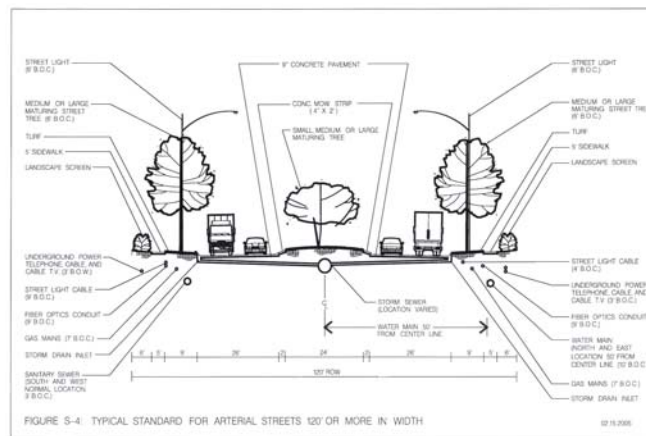
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Summary of changes:

- “Typical 120' cross section” diagrammed
- Front yard setbacks in newer commercial/industrial districts reduced from 50' to 30'.
- Easement for street purposes allowed in certain situations, beyond 50' from centerline.
- Street trees to be planted in the ROW where adequate room.
- Plant materials used as screening along arterial streets.
- Fence openings required for access to maintain major street ROW, unless homeowner's association is established.
- Parking lot screening density increased along streets.
- Tree canopy in parking lots increased and calculations simplified.
- Screening of drive aisles, outdoor loading, storage and refuse/waste removal areas.
- Minimum 6' front yard landscaped area in all older commercial/industrial districts.
- Administrative waivers for all landscape/screening requirements.
- “Design Standards for Landscaping Streetscapes, Medians, Boulevards, Roundabouts and Arterial Streets” adopted.

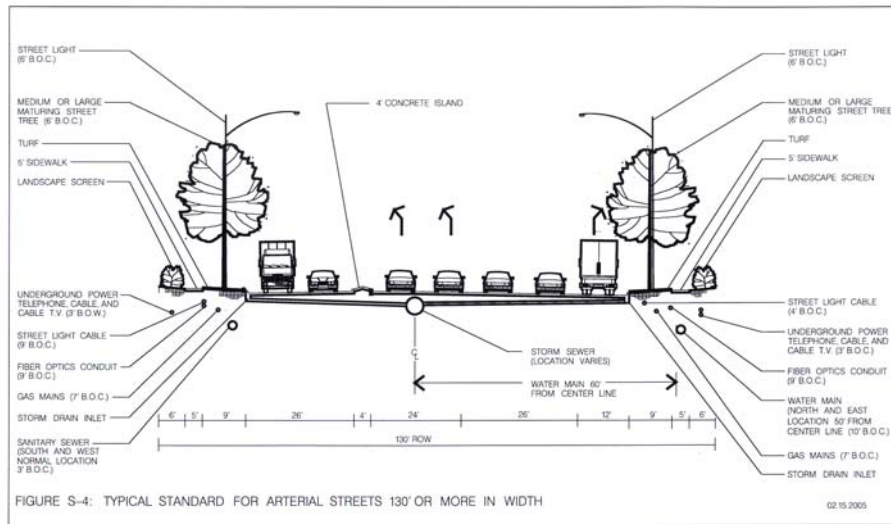
Typical 120' cross section

Graphic represents a “typical” situation

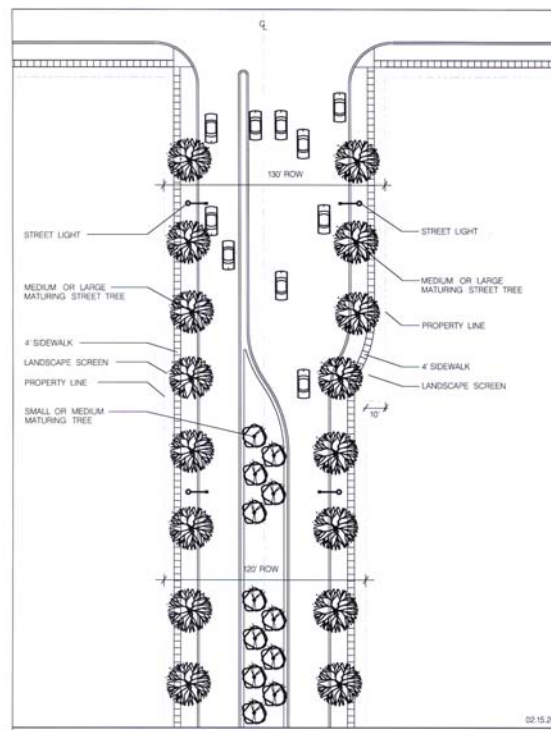


- Objective: Provides room for dual left turn lanes, street trees between curb and sidewalk, all utilities, most grading issues and the required landscape screen

Typical 130' cross section



- Additional 10' ROW for right turn lanes taken along one side of street





Reduces front yard setbacks in newer commercial and industrial districts

In B-2, B-5, I-3, R-T and H-4 the front yard setback is reduced from 50' to 30' (along a 120' ROW) or 20' (along a 130' ROW), if new screening/landscaping requirements are met.

This is considerable land going back to the developer, and it allows for buildings closer to street / more friendly to pedestrians.

Easement versus right of way

- Standard for major streets is 60' from centerline; however, in situations which otherwise would reduce development rights, 50' would be dedicated as fee simple and the outer 10' - 20' may be dedicated as an easement for street purposes.
- The lot depth is also reduced for double frontage lots in residential districts from 120' to 110' (if ROW is 120' or more in width) to deal with most common situation.



- Deep front yards, with trees on private land versus along the street, creates a barren, pedestrian un-friendly streetscape

Requires landscaping with fences used as screening along major streets



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Requires fence opening for double frontage lots for access to maintain ROW (unless a homeowners' association is established)



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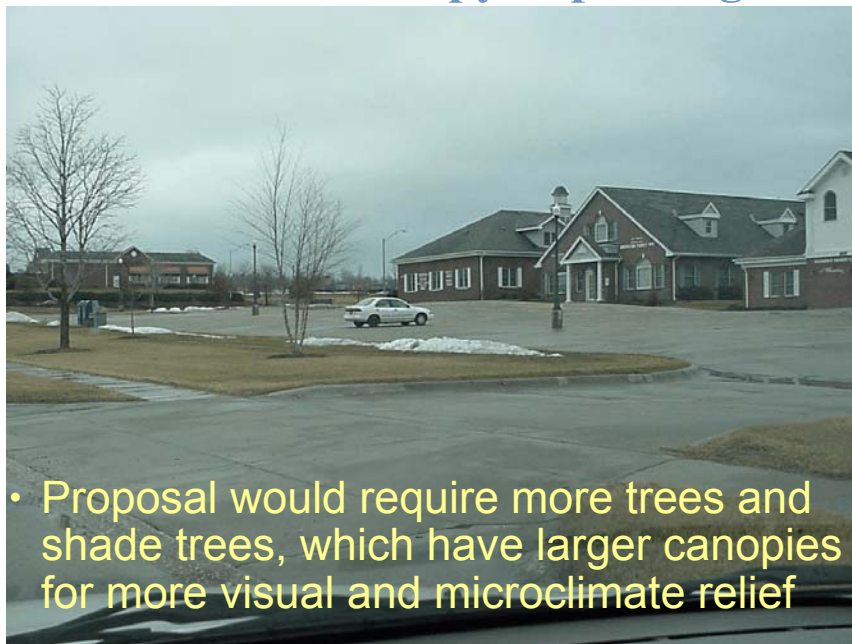
Increases density and locations for screening along major streets



- Current requirements allow breaks in screening and do not apply in cases of driving aisles

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Increases tree canopy in parking lots



- Proposal would require more trees and shade trees, which have larger canopies for more visual and microclimate relief

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Requires screening of outdoor storage/loading and refuse/waste removal areas



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- Older business districts are in effect exempt from parking lot screening today; proposal is for minimum 6' front yard landscape strip

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Requires six-foot front yard landscaped area in all older commercial/industrial districts.

Establishes administrative waivers for all landscaping/screening requirements; today waivers must be approved by City Council.

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